

THE JUNK BOX

XX

Volume III, Issue No. 3

July 1, 1968

The Official Publication of the MICHIGAN TOKEN & MEDAL SOCIETY

XX

CALL FOR NOMINATIONS FOR 1969 OFFICERS

According to our Constitution, the time has come to issue a call for nominations of candidates for the 1969 officers of the Mich-TAMS.

Nominations will be accepted from any member in good standing. They should be in writing, and mailed to Mich-TAMS, 300 W. 27th St., Holland, Mich. 49423.

If the nominations are accepted the names of the nominees will be entered on the ballots that will accompany the next issue--October, 1968. These ballots will remain unopened until the November 1968 convention, where they will be opened, tabulated and the names of the successful candidates announced.

Nominations are open for the offices of President, two Vice-Presidents, Secretary-Treasurer, and one Board member. The Board member serves a three year term. Jim Frans and Norma Killinger will remain on the 1969 Board in this office.

Nominations will be accepted until August 15th.

The only way we will be able to have a spirited election is by the members taking the time to make nominations, and those who are nominated being willing to accept the responsibility of office. Let's all do our part!

SOCIAL MEETING IS PLANNED

A "Social Meeting" has been arranged for Saturday, July 27th beginning at 2:00. All members of Mich-TAMS are invited to attend. This meeting will be held in connection with the Grand Traverse Coin Convention at the Park Place Motor Inn in Traverse City. We hope that

many of our members will plan to attend this event, and share an hour or so of good fellowship, renew friendships, and partake in hobby talk.

SPRING 1968 BUSINESS MEETING

A successful meeting was held last April in conjunction with the Central States Numismatic Society convention. Over 35 members and guests were in attendance.

P.H. (Jim) Frans presented a most interesting program based on the tokens and medals of "Hawaii". His talk was illustrated with colored slides.

During the business session, our Constitution was amended. This amendment was made to clarify the rewarding of the special exhibit award presented by our group at each convention. Therefore, Article II, Section 4 has been changed. The details of this change can be found on page 22 of this issue.

During the meeting, Al Bobrofsky (Chairman of the Map Project) told the group of his progress. He displayed the two that had already been completed. These are incorporated as part of this issue--pages 7 and 9. On page 6 you will find further information pertaining to this project.

EXHIBIT WINNERS AT CSNS - 1968

Winner of the special Mich-TAMS Exhibit award for Spring-1968 was the display exhibited by Lillian and Vernon Dupee. Vernon is a Mich-TAMS member from East Detroit. They exhibited tokens and medals from Canada.

Two other Mich-TAMS MEMBERS were awarded trophies from CSNS for their exhibiting efforts. Marion Myers took First Place and Best-of-

Show for his outstanding display of Lincolniana. Al Bobrofsky placed First in the Miscellaneous category with an exhibit of U.S. Mint Errors.

Congratulations to these winners.

DONATION AUCTION HELD

A donation auction was held as part of the spring meeting. Twenty-three lots out of thirty-seven were sold for a total revenue to our treasury of \$9.90. The balance of the lots will be held over until a future auction.

The material making up the 37 lots was donated by Marie Johnson, Edward Dence, Chris Christiansen, William Spilman, and Robert Lusch, together with those lots mentioned in the March issue from S. Buckley, Dudley Colby, Norman Shoemaker, Charles Davis, Frank Janczuk, Gary Krug and Harry Flach. Thanks to all of these members.

It was suggested that perhaps we could offer the lots donated on a bid by mail auction, and thereby enable all of the members an opportunity to bid on the material.

Other material has been received to be used in the next auction. These are as follows:

Fred Ralph donated a large size Larkin medal, two Erie, Pa. trade checks and a bronze Perry Sesqui-centennial medal.

Ed Jones (Newport) sent one of the medals commemorating Newport's 175th anniversary of founding (see article on page 16 of this issue).

Ralph Hinkle donated a medal with the following inscription on the obverse, "We Are The People / First Celebration / At Leeds / 181A90"; On the reverse, "4 / July / Leeds / 1890." The medal is made of lead, and is 50-MM. Does anyone know the details concerning this item?

A Denmark transportation token as described on page 24 of this issue was received from Harry Boisen. Harry also sent us some

interesting momentos on the San Francisco cable cars.

This material will be added to the 14 lots left over from the Spring auction, and will be offered to the membership at a future date.

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1968 OFFICERS OF MICH-TAMS

President-----Wm. C. Marquand
Vice-President-Frank Holstine
Vice-President-Marie Johnson
Sec'y.-Treas.--Harriet J. Nordhof
Bd. Member-----P.H. (Jim) Frans
Bd. Member-----Norma Killinger
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300 West 27th Street
Holland, Michigan 49423

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MEMBERSHIP COST

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INVITE YOUR FRIENDS TO JOIN !

FALL ISSUE

The deadline for all copy--articles, ads, etc. for the Fall issue has been set as of Sept. 15th. Please send in your copy as early as possible.
Mailing Date--Approx. Oct. 15th

MARQUETTE STREET RAILWAY

Pg. 43
July-'68

Submitted by - Don McKelvey, MTMS #191

Note: The following article is a copy of a radio talk that was given on May 22, 1955. It was presented by the late Kenyon Boyer, former managing director of The Marquette County Historical Society. The talk covers the general history of the Marquette Street railway system. We sincerely appreciate the co-operation of the MARQUETTE COUNTY HISTORICAL SOCIETY for making the publication of this information possible.

* * * * *

As you know, the past week was the second annual Michigan Week, celebrated throughout the state with various activities to give everyone a better insight into what has been accomplished in the state, what is being done, and a look to the future. Dr. Richard O'Dell, who teaches Michigan History at Northern, gave a fine summary of historical events in this state and peninsula, on this program a few weeks ago, and week in and week out, the Marquette County Historical Society has been playing its part by describing incidents of earlier days in the city and county, so that the history is being continually covered. This is one of the aims of the Society, to interest everyone in the local development, through these talks, visits to schools, children's programs in the museum, and addresses to clubs. But to get back to the subject for today. Older residents will remember the familiar k-thud-k-thud that resounded up and down the streets at regular intervals all day and into the evening for forty years or more, until it stopped in 1935. Yea, that familiar sound was made by the street cars, which played such an important part in the Marquette scene, running from downtown to Presque Isle, regularly, and at various other times to South Marquette, up Washington street, and to the fairgrounds. The Marquette City and Presque Railway had a career of ups and downs and probably never made any money for any length of time, but did provide fine service. Many of the details of its early operation came from Mining Journal files, and others were filled in by Arthur Baragwanath, who was the superintendent from 1922 to the end, and to whom I am greatly indebted for much of this material.

It all began back in 1888 when an article said that Ex-mayor Tim Nester's company was granted a franchise, by the city, to operate a street railway, and a profile of the route was to be made of the streets and to Presque Isle. There must have been some delays in the plans, probably financial, for nothing much more was printed until July 1890, when the franchise was renewed. The ordinance that was printed at that time makes interesting reading. Here are a few excerpts from the ordinance. It was granted to James Connolly, Timothy Nester, F. O. Clark, George Hager, Joseph Vannier and M. E. Asine, giving them the right to operate a single track railway. "-- One mile must be completed by November, and it must be extended to Presque Isle by June 1891. Cars shall be run regularly at all times except in winter, when said parties may elect to provide other conveyances for the accomodation of the public in place of their cars, but must run over the same route. Construction must be under the supervision of the common council. The tracks may be placed on any street, and the street must be restored after the tracks are laid. The cars shall be propelled by electricity or drawn by horse, and used for no other purpose than to transport passengers and their ordinary baggage. The cars shall not run more than six miles per hour in the settled limits of the city, but may go faster outside the settled limits. The fares shall be regulated by the common council and shall not be less than 5¢ in the settled limits, one way,

and 10¢ to Presque Isle." Those are a few of the restrictions. The first shipment of rails arrived by boat in September 1890, and they were hauled to Washington and Front streets as a central location, for the start of the tracks.

The next year the power house, described as being 40 by 100 feet, was built on the west side of the track about a mile from Fair Avenue, and 30 to 40 men were at work grading for the track. The copper wire was being strung from Superior Street, now as most of you know is Baraga Avenue, up Front and out Third. No exact location, street by street, was given, but the article sounded as if the tracks at first ran a block West on Ridge to Third in 1891, as another later reference stated that the line on Front up to Hewitt Avenue was being built. The tracks reached Presque Isle by the end of May that year, and in June the first three cars arrived and excited a great deal of comment.

They were described as being built by the St. Louis Car Company. The length was not given, but they had six windows with blinds on each side. The seats ran lengthwise, were cushioned and could accomodate thirty, and there also were straps and bars to take care of quite a few more. There was an electric lamp in each corner and one in the center, and there was plenty of light and air, but nothing was said about the heat. The cars were handsomely painted and numbered 1, 2 and 3. The Historical Society has a picture of #2 taken about 1900 at the old Hawley lumbermill, and shows the motorman and conductor on an unsheltered outside platform. No. 3 was pictured with a boxed in platform for winter, with one window, and was marked "Spruce Street". The line at first was extended up Washington Street as far as Fifth, and that is recalled by the recent tearing up of that street a few weeks ago, when some of the old ties were unearthed. This little spur never proved profitable because too many people walked downtown those few blocks, so it was abandoned, but there was talk of trying to extend it to the Read lumbermill office in 1899, and a small motor car was going to be put on that run. That kept going, it was recalled, until about 1912.

Another branch that didn't last very long was the one extended to the Hotel Superior, when it was reopened in 1895. It was expected that with the hotel open in the summer, plus the fact that South Marquette was building up, it would prove profitable. It lasted for a few years, according to old references, being mentioned as far along as 1900. The route was from Superior Street to Third, then back to Fisher to avoid the steep South Front Street hill, then on Champion to the Street known as Hendra, now Blemhuber Avenue. However, it did go up South Front Street.

In that year, 1895, the cars were running at 15 minute intervals in other parts of town. The next year three new cars were bought in Boston, one with a motor, and the other two being trailers. An extra motor was purchased so that one of the trailers could be converted, which would give them a rolling stock of eight, altogether. The car barn burned that year and another was built which would accomodate 12 cars and a new generator of 125 horsepower was ordered, replacing the 85 horsepower one, in the hopes that the trailers could be used on Front Street hill, it was stated. The proposal to buy electric power from the city was talked of, but in 1901 a second-hand steam plant was secured in Detroit, which would increase the horsepower to 391, and the street car company was expecting a boom in trade in the North end of Marquette, as the Cleveland Cliffs Company was getting ready to build their new furnace and there already was good trade from the L. S. & I. shops and ore dock.

The next year, 1902, the line was extended to the new fairgrounds, and was run whenever there was anything going on there, such as county fairs, baseball games, picnics and other activities. The South Shore had been running trains out there from downtown on special occasions, but it was remarked that it was more of an accomodation than for any profit.

Also in that year the franchise was extended seventeen years and the company was to put up a bond that \$25,000 would be spent improving the line, which, it was stated from time to time over a number of years, had never made any money.

Six new cars with two motors of 40 horsepower each were purchased in 1903. In fact, to skip a few years when there seemed to be nothing special to report, in 1916 it was operating under a trusteeship, was way in debt, and even with the one-man cars and city power, couldn't break even. The popularity of the automobile was blamed for part of the losses. In 1921 a foreclosure sale was held with the bondholders proposing to bid it in and turn it over to a new corporation, in the hope that with a reduced city power rate and other economies it could be continued, which it was until Good Friday of 1935.

One detail that should be mentioned is the use of the old aluminum tokens, which came in sets of five, with different designs in their centers. These were used instead of transfers at the corner of Hewitt Avenue and Front Street, and each conductor was responsible for his own. The Marquette County Historical Society would like very much to get hold of some of these, not only for its own museum, but because there is a collector of these items who has been looking for some time for a set to purchase at a good price.

There are many incidents that have been recalled on the old street railway operation, not recorded in newspaper accounts, and here are a few given me by Mr. Baagwaneth. First of all, snowplowing always presented a problem, as the big plow had to make the circuit in between cars, throw the snow over to the sides as far as possible, and then, with the revolving brush, keep the rails clean. Following this the crews had to shovel out all the cross-walks, load the snow into a big flat car, with sides, towed by the plow or a work car, then carry it out to Dead River where it was dumped. Speaking of that location, you still can see several traces of the old bridge across there, later filled in with slag from the furnace, and the right of way north to Presque Isle, where there was a shelter house and a soda fountain. In connection with the plowing of the tracks all winter, many of the early automobile owners will recall that those streets were the only ones on which a car could be driven when the snow was deep, and the few who got them out before the other streets were passable had to follow the street cars around the loop, out Presque Isle Avenue and downtown. The car tracks were the only places to walk after heavy snows and were very helpful to pedestrians. A strict schedule always was maintained, and riders could tell time by the street cars on their quarter hour trips. The clang of the bell, the screech going around curves, and the thud, gave notice blocks away that it was time to walk to the corner.

The motormen were polite, too, and obligingly waited for older residents who sometimes watched from inside their houses on cold days. The trip from the end of Front Street to Presque Isle took 25 minutes, with five minutes allowed for each junction or passing switch. There were two switches on Presque Isle Avenue and the car that got to one first waited. For a long time fares were 5¢ and then 6¢ for 25¢, with ticket books being sold, and then finally 10¢.

When the open trailers were used in the summer, they were left at the top of Front Street at Ridge, because there wasn't enough power to take them downtown and back, then were pushed to the Arch Street switch and recoupled for their journey to Presque Isle. The seats ran sideways, and the conductor went up and down the running board collecting fares. During the flu epidemic of 1918 the city decided that every other window should be taken out of the cars and cheesecloth put in its place, and only one person was allowed to occupy each seat. That made for pretty uncomfortable riding in the late fall and winter. However, there were electric heaters underneath the seats and these sometimes got too hot, which compensated a little for the one who got the hot seat.

The street car company also had a hand in various hauling projects, such as in the building of the center building at the college, when a spur was put in on the flat area between Waldo Street and Fair Avenue, and according to Mr. Baragwaneth, over 200 carloads of brick and other building materials were unloaded there. Also, when the Palestra was moved down here, most of it was also transported to the location. In spite of every effort to keep the company going, such as the purchase of two big cars 56 feet long, seating 60 and holding many more standing, 7 minute service from 1923 to 1930, during morning, noon and night rush hours, as well as paydays and Saturday nights, it was impossible to continue, partly because of automobile competition and also because of heavy maintenance costs, with crews of 20 to 35, repairing tracks and then paying for fixing up the streets afterward, so the project, which never had made money for any period, was forced to fold up, a little more than 20 years ago.

MSR-MSR-MSR-MSR-MSR-MSR-MSR-MSR-MSR-MSR-MSR-MSR-MSR-MSR-MSR-MSR
605-K-L-M-N-O-P---605-K-L-M-N-O-P---605-K-L-M-N-O-P---605-K-L-M-N
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"MICHIGAN MAP PROJECT"

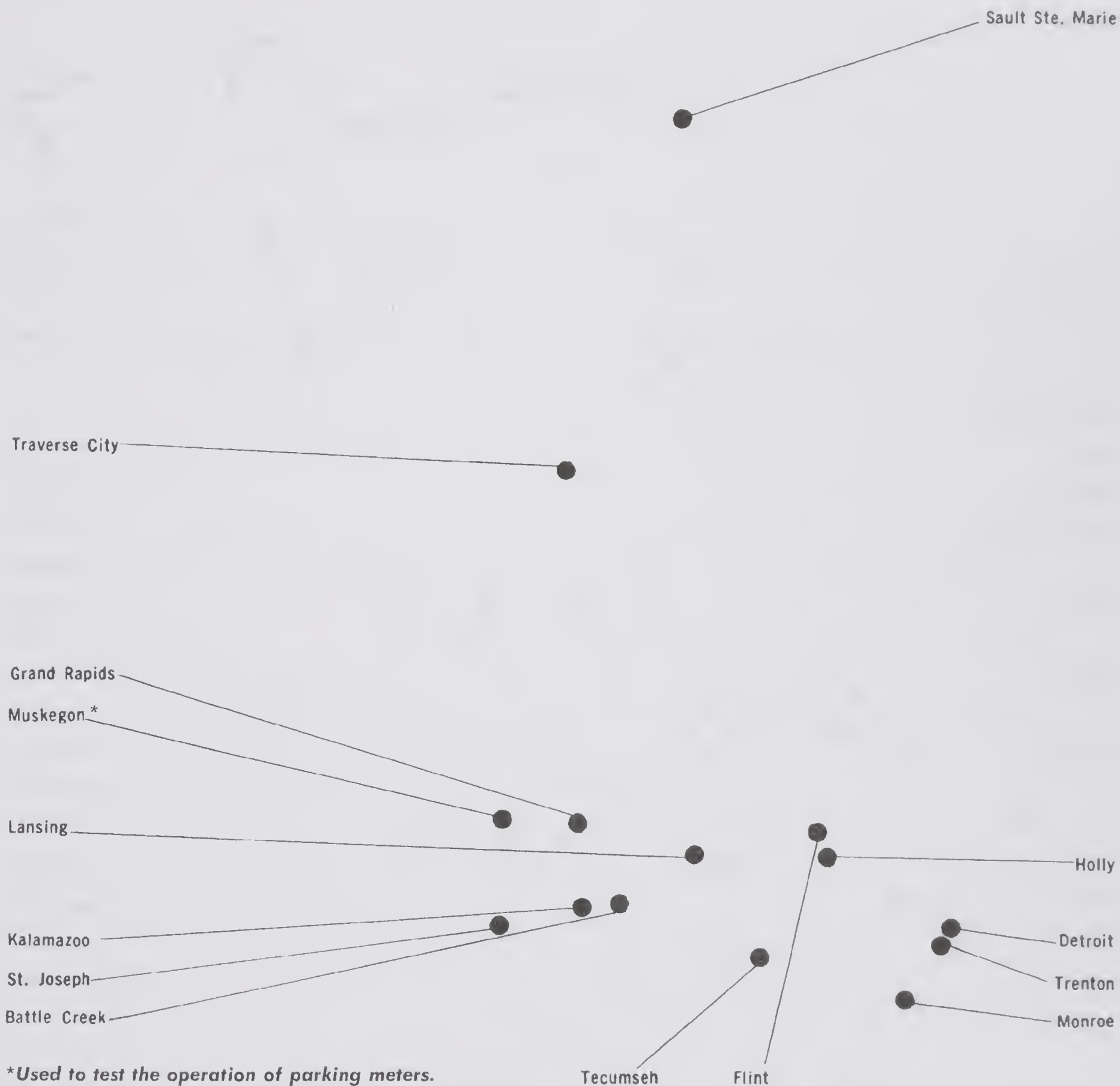
Al Bobrofsky has been appointed as Chairman of the Michigan Map project. The first two have been completed pertaining to Michigan Transportation Tokens and Michigan Parking Tokens. Your copies of these are on the next two pages. Blank copies are available from the Secretary for use in mapping out other types of tokens. These will be sent out with future issues as soon as they are completed.

At the April business meeting, Frank Holstine and Pete Hartley were asked to volunteer to work on the Wooden Money issues of Michigan. Roswell Burrows offered to furnish the necessary information on the Michigan Civil War Store Cards. Bill Marquand offered to chairman the work on Michigan Souvenir Medals. Bill also offered to work on the Encased Coin types. It was further suggested that the Masonic Mark Pennies and other fraternal lodges be mapped out, and it was suggested that perhaps Frank Holstine and Pete Hartley would be willing to chairman these types. Other types of Michigan tokens would be welcome and desirable, and all of the members are urged to participate on one type or another.

The completed maps are to be sent to the Secretary, who will co-ordinate the work, and have them published. We sincerely thank Al Bobrofsky for his work in making these first two a reality, and hope to be able to add more to the collection in the near future.

We are aware that there are a few omissions on these first two attempts, but will try to correct these oversights in the future issues.

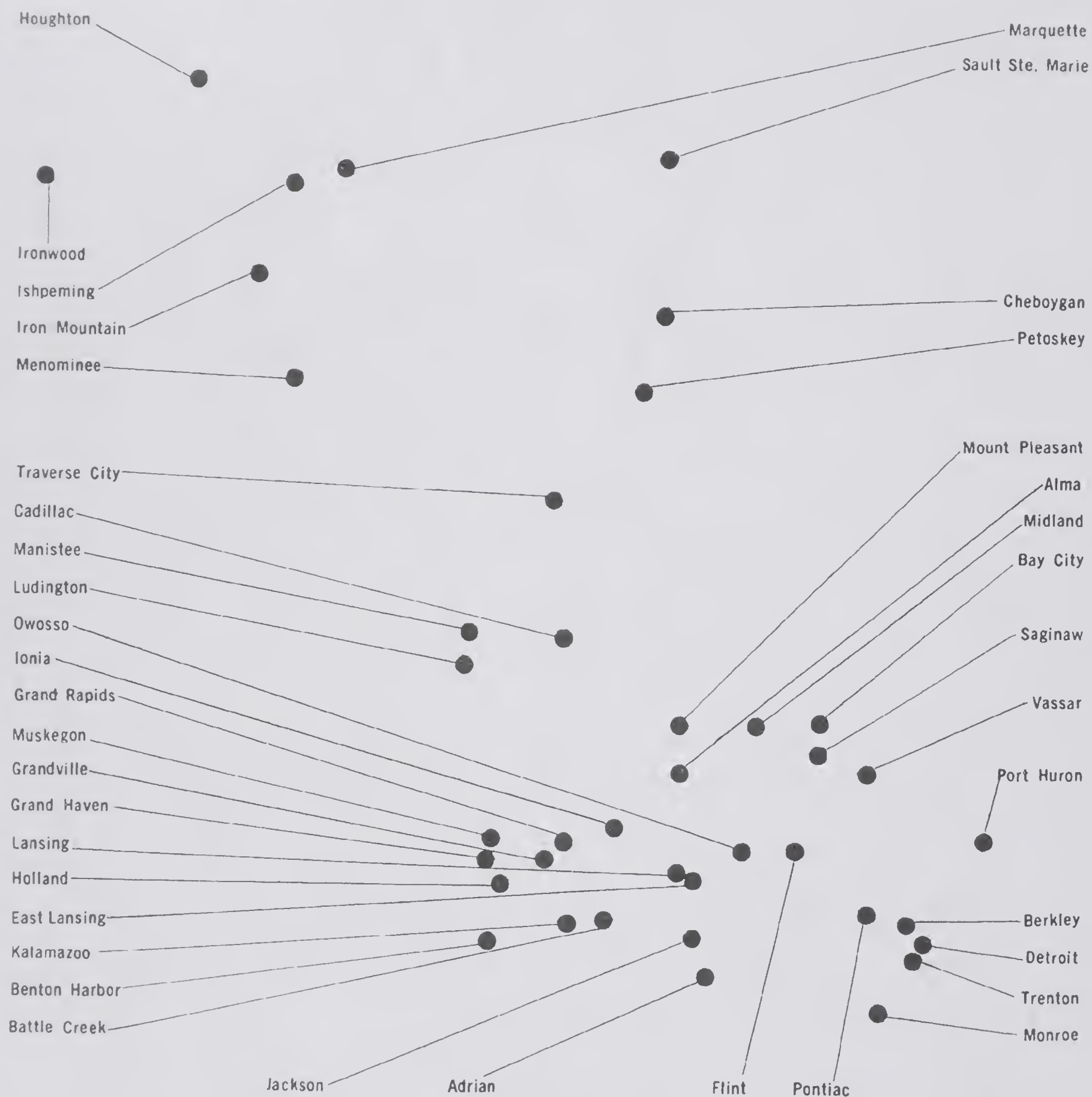
Parking Tokens of Michigan



Reference:

Feisel, Duane H Catalogue of Parking Tokens of the World
Boston: American Vecturist Association, 1966

Transportation Tokens of Michigan



Reference:

Atwoods Catalogue of United States and Canadian Transportation Tokens
 Boston: American Vecturist Association, 1963

THE LARKIN SOAP COMPANY

22. #11
July '68

By - Clement F. Bailey

MTMS #174

It happens to be my task to ride sidecar for a column in Numismatic News, the title of which is "Coin Clinic". This column is a continuing column with the paper, and for the past two years or so it has carried my byline. Many items of interest come to our attention. Some are printed, some are not. Some create much mail to the column and others just lie there and die. The one single item that has created a great amount of mail is the Larkin Soap Company. It so happens that we have run information on the company in four different columns - November 6, 1967, January 1, 15 and February 6, 1968. The Larkin medal came to our attention from a couple of readers and we published a picture asking for further information. Fred Ralph of Fairview, Pennsylvania then sent me a medal, as he had purchased a batch of them found while the old Larkin building in Buffalo, New York was being torn down. The medals were struck by the company for their 50th anniversary in 1925. There were some three inch medals and some size 24 medals, the larger medals being used for paperweights.

It seems the Larkin Company produced soap, and many of our readers had, at one time or another, been exposed to the soap. The collecting of Larkin coupons was quite a sport and many articles were obtained by saving the Larkin coupons. D. W. Horning of Northville, Michigan loaned me a Larkin catalog from 1907 which explains the operation better than the pieced together stories we have tried to do in "Coin Clinic" in Numismatic News.

Their sales amounted to more than soap. They sold starch, blueing, lye, perfume, cologne, smelling salts, cold cream, balms, bay rum, hair tonic, shampoo, talcum powder, nail enamel, toothpaste, coffee, teas, spices, baking powders, soda, yeast, table salt, olive oil, salad dressing, flavoring extracts, potted meats, gelatine, tapioca, shredded cocoanut, shoe polishes, egg noodles, wheat flakes, chocolate pudding, chocolate, cocoa, witch hazel, corn plasters, arnica, camphor, castor oil, sweet oil, corn salve, furniture polish, varnish, stain remover, silver polish, stove polish, toilet paper, klip klip (finger and toe nail trimmer), tooth picks, tooth brushes, pins, needles, tacks, steel pens, safety matches, candles, machine oil, library paste, glue, cement, chloride of lime, harness oil and all kinds of soap.

So they were a merchandising company such as Jewel Tea or Cook Coffee Co., or Watkins. They claimed to pass all their advertising dollars back to the customer in the form of gifts. They formed these rules for certificates:

- A. Certificate premiums are given only for recommended and club orders accompanied by not less than \$10. A certificate premium is given for each \$10. portion that includes a \$10. list of products.
- B. An old customer (by age or sales?) is the head of a family (that's where income tax nomenclature came from) who has purchased direct from us a \$10. assortment of Larkin soaps or other products.
- C. A new customer is head of a family who has never purchased from us before.
- D. A recommended order is a new customer's order for Larkin soaps and other products secured by the recommendation of an old customer and countersigned by him.

E. A Club order is an order countersigned by an old customer for Larkin soaps and other products, all of which have been sold to ten or more families whose names are given on the order.

They went great for the club idea. But at the same time, they went on to state that the Larkin club of ten is a private agreement between the organizer and the other nine to which Larkin was not a party.

Ever wondered where Tupper and Stanley got the party idea? Larkin did it. They suggested the clubs could be organized by arranging some little entertainment and then membership would be eagerly sought. They also supplied a booklet to tell the club secretary how to entertain with various programs. The catalog gives all sorts of ideas on how to conduct a Larkin club of ten.

If you sent cash with the order you received another 50¢ worth of products. Go ahead and laugh; let's see what 50¢ in 1907 could purchase from Larkin.

Ten bars of soap, coffee was 1 lb. for 35¢; in fact almost every item we listed above could be purchased for quite a bit less than 50¢. Matches sold only by the case--36 boxes in a case and they cost \$1.30.

The real big deal in this operation was the saving of the certificates. With every \$10. order you could select a premium that had a 5 certificate value, or you could keep saving certificates and then receive a premium of much greater value. For example: Let's say you wanted an upright grand piano. You could save 5 certificates for each \$10. worth of products, and after you had saved 110 certificates you could get the piano or one purchase of \$220. would get the piano. Certificate premiums were not given to new customers as outlined in the rules -- only to old customers.

What else could you get with your certificates? Lots of stuff -- pianos, organs, watches, watch chains, Seth Thomas mantel clocks--only 5 certificates, rings ($\frac{1}{2}$ to 2 certificates), lockets, fountain pens, ink stands, opera glasses (5 certificates), reading glass (1), silverware, china--(no plastic, sorry about that), Limoge China (20 certificates), kerosene lamps, food choppers, clothes bars, wringer washers (were they ever monsters), pots and pans, coffee pots, stereoscopes (1 certificate -- try to buy one today), coats, boots, scales, refrigerators (don't get excited--they were ice boxes), kitchen cabinets, china cabinets, tables, sideboards, rockers, morris chairs, parlor cabinets (how about that), wardrobes, couches (you should see the fancy design on these), parlor tables, bookcases, writing desks, mirrors, hat racks with mirror, bed springs (looked like torture racks), mattresses and beds, dressers and chiffoniers. Many of these items rated from 4 certificates for a mattress to furniture which went for 12 to 16 certificates.

They had dressing tables, bed pans, wall papers (yow what designs and one bundle for one certificate), bags, trunks, sewing machines (5 to 18 certificates). Handkerchiefs, oilcloths, muslin underwear, women's knit wear and shoes, cloaks, furs (3 to 10 certificates). One of the fur pieces is listed as Japanese mink for 14 certificates. Children's clothes, carrom boards (2 certificates), and baseball or cowboy suits. How about boys' bloomers? They had 'em. Walking skirts and shirt waist skirts. Curtains, rope portieres (back in style), floor oilcloth, carpets, axminster rugs (2 to 5 certificates). Instruments included roller organs, autoharp cornet, trombone, flute, accordion, guitar, mandolin, banjo, violin, field drum (5 to 7 certificates).

Excelsior printing press (same style still being sold today), harness, rugby football with bladder, lacing needle and leather laces (remember how you used to do that with early footballs?), punching bags, work benches, tool chests, knives and pyrographic outfits (similar to wood burning sets). Cameras, toys, flags, hammocks, garden hose, lawnmowers, fishing rods and shotguns.

Those were most of the items that Larkin Company gave for premiums in the early part of 1900. These lists don't change much; only the design of the items and the number of certificates changed over the years.

So on the occasion of the 50th anniversary of the Larkin Soap Company they had medals made by the Whitehead-Hoag Company. Some were 1½" and some were 3" in size. The larger medals were given to the employees for paperweights.

Many of the readers of "Coin Clinic" have coupons from the soap or certificates for the premiums. Some of the coupons represented 2 in 5¢ soap coupons, some were labeled Larkin Merchandise Bonds. Some were used in the early part of the company history, others were used in the depression days of the '30's. Only one reader has sent us confirmation of the fact that his wife has a bar of Larkin soap in the original wrapper. She happens to be in the antique business in Springfield, Missouri at 1024 East Sunshine Street under the name of Miller. A man wrote and said that he bought a Larkin coupon at an auction. Another collector in Ontario, Canada wanted more information as she was putting a Larkin medal on display. Another writer said that she still had a parlor lamp bought with Larkin coupons. Fred Ralph, who sent the medal to the Michigan TAMS once had a desk from Larkin coupons. Jim Frans has a watch obtained from Larkin certificates.

The claim of many that Larkin soap cured everything from warts to whatever, is partially true. They sold fragrant toilet soap - 10¢/bar; castile soap with no scent - 10¢/bar; toilet soap with oatmeal--yes oatmeal, for healing and softening; borated tar soap good for skin and scalp - 3/25¢. Sulphur soap was good for skin eruptions - 3/25¢; while their carbolic toilet soap was a curative antiseptic and disinfectant - 3/25¢. Work soap good for removing all stains from your hands - 5¢; family soap for laundry - 5¢; white woolen soap for flannels and fine fabrics - 7¢ bar. Borazine soap powder was good as a substitute for soap - 10¢ lb. They also sold Honor Bright soap for cleaning all metallic and mineral surfaces. This was a good general cleaner from the ads. It would clean cooking utensils, oilcloths, woodwork, and remove oil, gum, grease and rust - 5¢ bar. But what the heck, you should catch the claims for the scouring powder. That stuff would clean woodwork, enameled surfaces, marble, cement, stone, pots and pans; remove rust from iron, brass, etc.; polish windows, glassware, cutlery, faucets and pipes. All for 10¢ a pound.

That is what they sold, what they gave away, and why the medal. So now let's see what locations they occupied.

They laid claim to being established in 1875 as a factory to family soapmakers, perfumers, chemists, refiners and importers. The factories, laboratories and general offices were in Buffalo, New York and they occupied quarters on Larkin, Seneca, Swan, Carroll, Exchange and Van Rensselaer Streets. They had branch offices called local branches in New York, Boston, Philadelphia, Pittsburgh and Cleveland. A branch for West-of-the-Mississippi patrons was located in Peoria, Illinois. Their building in Buffalo is believed to be the first office building to be air conditioned and was designed by Frank Lloyd Wright. That was the

reason that the first day sale of 2¢ coil stamps in memory of Frank Lloyd Wright occurred in Buffalo, New York. This bit of information was supplied to the column by Richard McP. Cabeen who writes the stamp and coin section of the "Chicago Tribune". He stated in his letter that the building in question appears to be the one on the medal.

Thus one more medal has been recorded for token and medal history. It all started with a picture of the medal and wondering what it happened to be. The company is now out of business, and even the building has been torn down. The only remaining items are the coupons, certificates, a few of the products, a number of their premiums, but best of all--their medals, which will last longer than any of the other items. So our soap opera ends.

JDL-JDL-JDL-JDL-JDL-JDL-JDL-JDL-JDL-JDL-JDL-JDL-JDL-JDL-JDL-JDL
(Interesting P.S. to the Larkin Medal Story:

While attending the Central States Numismatic Society's convention in Detroit, this bit of information came my way. It seems that Stephan Juskewycz was notified by the lawyers handling the former Larkin interests, that the 3" and 1-1/2" medals had been found while the building was being torn down. He snapped up the material when he took his first glance at the medals. He then sold the batch to Fred Ralph who in turn sold many of the 3" medals to Allis Murray. In the meantime Rich-TAMS and myself received the medals from Fred Ralph.

The reason for the failure of the Larkin Soap Company is because of the death of John Larkin, and no further progress was recorded in the company history prior to the death of the owner.

ORGANIZATIONAL PUZZLER

In the following addition problem, each letter represents a number. No two letters represent the same number. There are at least three possible solutions. Send all answers to M.T.M.S., 300 W. 27th St. The first ten members sending in a correct answer will receive an award. Winners will be listed in the Fall issue.

T A M S

A V A

I O W M C

M T A M S

Comment from a Vermont member:

"I wish that there was sufficient interest to organize a New England Tokens and Medals Society similar to its Michigan counterpart. Perhaps sometime in the future there will be such a group."

Ed Jones, 1203 East Main Street, Newport, Vermont 05855

INVITE YOUR EXONUMA COLLECTING FRIENDS TO JOIN

MICHIGAN TOKEN AND MEDAL SOCIETY

Annual Dues - \$1.00

By - Frank Holstine, MTMS #25

Born Charles Sherwood Stratton in 1838 at Bridgeport, Connecticut, P. T. Barnum made his first fortune by making a world sensation out of the perfectly formed midget. He was taken to New York in 1842 by Barnum and was billed at the American Museum as General Tom Thumb from England--age eleven. He was actually four but had stopped growing at five months. He was only twenty-five inches tall and weighed fifteen pounds. Not until he was fourteen did he increase in size, and then only a few inches. He was bright, good looking and responded readily to Barnum's coaching. Tom Thumb's skits, jokes and songs drew thousands to the Museum.

After two years at the Museum and a tour of the Eastern seaboard Barnum took Tom to Europe. The day they sailed 80,000 people stormed the Museum and lined the streets to see them off. In England Tom charmed Queen Victoria, was thrice received by her. He toured Europe and became the pet of society in France, Spain and Belgium. Tom traveled in style in a miniature carriage drawn by matched ponies with two small children on the box dressed in sky-blue livery and cocked hats.

In Lavina Warren, Tom found a pretty midget bride. A few years after their marriage (in 1863) a baby girl was supposedly born to them, and the nation was thrilled. It was a borrowed baby, however--a publicity scheme of Barnum's. In latter years Tom, who loved fine wines and rich food, blew up to a portly seventy pounds. The little man lived like a prince. He had a stable of horses, a yacht and a mansion. He died at forty-five in 1883.

TENTATIVE LISTING OF TOKENS & MEDALS OF GENERAL TOM THUMB

All were prepared by Allen & Moore of Birmingham, England

- Obv. Bust type Liberty left, 13 stars in border (type of US silver coins 1807-1837).
- Rev. Tom Thumb standing beside two books, "GENERAL TOM THUMB" above, "15 lbs. WEIGHT" below.
- 22 mm. Plain edge Upright Brass
- Obv. Young head of Victoria left, "VICTORIA REGINA" above, signature "A&M" on truncation, 1846 in exergue.
- Rev. Same as above.
- 22 mm. Plain edge Upright Brass
- Obv. Same as above only date is 1850
- Rev. 22 mm. Plain edge Upright Brass
- Obv. Tom Thumb standing beside two books and various items, "CHARLES S. STRATTON KNOWN AS GEN'L TOM THUMB" above, signature "J. MOORE. BIRMM.", "31 IN. HGH" below.
- Rev. Carriage with four horses left, "GENERAL TOM THUMB'S EQUIPAGE / THE EQUIPMENT COST UPWARDS OF / 400 GUINEAS" above, "WHOLE HEIGHT 40 IN., BODY 20 IN. BY 11 IN., / PONIES 28 IN., CREST, RISING SUN / ARMS, BRITANNIA AND LIBERTY / SUPPORTERS, LION & EAGLE / MOTTO, 'GO-A-HEAD!'" below, in smaller letters "PUB: BY P. T. Barnum"
- 38mm. Plain edge Upright Pewter
- Obv. Heads of a man and a woman, "Gen'L AND MRS TOM THUMB" above, "SOUVENIR 1881" below.
- Rev. In seven lines, "P.T. BARNUM'S GREATEST SHOW ON EARTH UNITED WITH THE GREAT LONDON CIRCUS".
- 27mm. Plain edge Upright Brass with loop

This last piece may not be an Allen & Moore product. The writer would be interested in hearing from anybody with further information.

By - Ed. Jones, MTMS #245

Newport, northernmost City in Vermont, is located about six miles from the Canadian border at the South end of thirty-four mile Lake Memphremagog. This year the City is celebrating the 175th Anniversary of its founding, and its fiftieth year of City Government. This summer the anniversaries will be celebrated during the days of July 27th to August 4th. Among the other noteworthy celebrations being planned, the Border Coin Club of Newport has released a medal.

The obverse of the medal commemorates the town's first settlement with the words, "175th Anniversary, Newport Vt." lettered with the dates 1793-1968 around the central design of an outline of Lake Memphremagog in relief, and a replica of the "Vermontensium" cent issued by the Republic of Vermont in 1786. "The Area Under Five Flags," motif is illustrated by the coat of arms of the Abnaki Indians who were the first known inhabitants of the area, and the flag of France representing their control of the area from 1609 when Champlain discovered Lake Champlain, to 1763 when the Treaty of Paris turned the North American Lands over to England. The English controlled the area from 1763 to 1776, and so the English flag is shown. The flag of the Vermont Republic signifies their rule over the area from 1777 to 1791. The fifth and final flag is that of the United States, because Vermont was the first state to be admitted to the Union after the original thirteen in 1791.

The first settlers to come to Newport were two brothers by the name of Adams, who arrived in 1793 with their wives. They had blazed a trail from St. Johnsbury--a village forty-five miles to the South.

Lake Memphremagog, which extends twenty-eight miles into Canada, (if it could talk) would be able to tell stories of smugglers, rum-runners and of Rogers Rangers who in 1759 pillaged and plundered the Abnaki Indian village at St. Francis, Quebec. During his retreat, being chased by Indians and French soldiers, Major Rogers and his men--laden with booty from the chapel of St. Francis, retreated down the Eastern shores of our Lake Memphremagog. Some "old timers" say that he buried his treasure along Memphremagog's shores, but most historians disbelieve this. The southern part of Lake Memphremagog is also shown on the obverse of the Newport Anniversary Medal. These designs were taken from the coin club's membership card.

The reverse of the medal shows the steamer, "Lady of the Lake," and commemorates the 50th anniversary of City government in Newport. Built in 1867, it was the largest boat ever to sail the International waters of Lake Memphremagog, which is an Indian word meaning "Beautiful Waters". "The Lady"--designed in Scotland, was an iron-hulled sidewheeler, measuring 167 feet in length. Her hull was built and assembled by the Clyde Shipbuilding works and then shipped to Montreal. The railroad provided transportation to Waterloo, Quebec, but the rest of the distance had to be overland in the winter. The hull arrived in Magog, Quebec on the northern end of Lake Memphremagog on March 21, 1867, but "The Lady" was not launched until September, 12th. Her maiden voyage to Newport was in October, 1867, and she served continuously until 1917 when she was sold for scrap.

"The Lady of the Lake" was the pride of All residents around the lake--both American and Canadian. In fact, this beautiful steamer was so loved by residents of Newport, that she was incorporated into the seal of the City when it was designed in 1913, so that she might never be forgotten.

The dies for this interesting medal were engraved by Mr. O. Lombardo,

Pr. 177-55

president of Canadian Artistic Dies of Sherbrooke, Quebec, whose firm also did the striking. This medal marks a first for his firm, because it is the first medal made by Canadian Artistic Dies to be distributed from the United States.

Bronze specimens are available at \$1.50 postpaid. Pure Silver medals will be struck to your order at a cost of \$3.00. Only the limited number ordered in advance will be struck. Closing date for ordering the silver medals is August 4, 1963. The medal is slightly larger than a silver dollar. Orders and requests for additional information may be sent to: The Border Coin Club Medal Committee, RFD #1, Pleasant Avenue, Newport, Vermont 05355.

[illegible]

GENERAL ALFRED DODDS

By - Walter White

Among my collection of tokens and medals, is a military medal made of brass or copper in honor of General Alfred Amedee Dodds--a famous Negro General in the French Army and noted as a trouble-shooter for the French Empire.

He fought in the Franco-Prussian War and many other battles. The medal is about the size of a United States fifty-cent piece. General Dodds was awarded two of the highest medals France had to give to any soldier or officer. If this man were living today, he would be on a level with Field Marshall Rommel, General MacArthur, General Eisenhower or General George Marshall.

This famous French General is listed and assumed to be of the white race, but I have the life history of him obtained from a rare book, where he is listed as a Negro. He was light skinned and had straight hair. His father was a Frenchman and his mother was a negress. He was born in 1842 and died in 1922. He was exceptionally intelligent, and there were many other Generals serving under him. Almost all of the officers and enlisted men who served under him were of the white race, although there were others of African descent also serving under him.

The medal may be unique. If any of the members have ever known of another medal honoring General Dodds, I would appreciate hearing from them.

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By - Chris Jensen, MTMS #206

The Massachusetts Bay Colony was one of the first settlements in New England. It was established in 1623 at Salem, Massachusetts, by a group of English Puritans seeking to worship according to their own custom. John Endecott led the first group of one hundred settlers. In 1630, they were joined by a thousand more led by John Winthrop. Winthrop became Governor of the colony.

The Puritans firmly believed that their simple way of carrying on a religious meeting and of organizing a congregation was the only correct one. They thought their method was correct because it most closely conformed to the teachings of the Bible.

They were bitterly unfriendly and even hostile to newcomers to their settlements who proposed, or tried to set up any form of worship that differed from their own. Some of the newcomers, among them a few Quakers, protested to the King of England. As a result, in 1634, the Puritans lost the Royal Charter they had been given in 1629. In 1691, after agreeing to observe the King's rules, they received a new charter under which they were governed until the outbreak of the Revolutionary War.

Some Puritans deserted the colony because they felt that the manner of living required there was altogether too severe. Many of those who fled found a new home in Rhode Island or Connecticut.

In 1930, the Massachusetts Bay Colony observed its 300th Anniversary. A bronze plaque (2 1/2" x 3 1/2") was struck to commemorate the tercentenary. Its description is as follows:

Obv.: Governor John Winthrop pictured in the middle of the medal. An Indian with bow in hand is pictured to the left of Winthrop; Three ships pictured to the right. Below the three separate scenes: "MASSACHUSETTS BAY COLONY 1630 * TERCENTENARY * 1930".

Rev.: Two buildings pictured--Governor's palace, old and new. Below the two scenes pictured: "Presented by his Excellency Frank G. Allen Governor of the Commonwealth of Massachusetts in observance of the Three hundred Anniversary of the founding of the Massachusetts Bay Colony and the establishment of Civil Government through the Transfer of the Royal Charter from England".

The medal was struck by Robbins Co., Attleboro.

MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC
--300--300--300--300--300--300--300--300--300--300--300--300--300--300--300--
MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC-MBC

Chris E. Jensen, 6 Grandview Ave., Mount Vernon, N.Y. 10553

"I am a small part time dealer of medallion art. I buy, sell and trade practically all kinds of U.S. and Foreign medals and tokens--both old and new. Have been doing this type of thing for the past two years now, and find it very rewarding in many aspects. I am also a collector. My interests are very general. Very much interested in large iron and bronze medals (2" to 4") prior to 1900, British coronation and jubilee medals, Napoleon pieces, exposition and fair medals, rectangular pieces, awards, etc. Also many others too numerous to list. Trading is my specialty. Have made numerous long lasting friendships through trading. If you have something that you think I can use, and you would be interested in a trade, please let me hear from you. I'm sure something can be worked out."

By - Harry Boisen

"To thousands, the cable car is the embodiment of the exciting gold rush days when San Francisco lived high, wide and handsome.

The city and the world have one man to thank for those "little cable cars." He was Andrew Hallidie, born in London in 1836 of Scottish parents and brought to California when his father came to look after land interests.

In 1869, when he was 33, he was laboring up one of the city's steep hills on a foggy winter night when he saw a heavily loaded horse-car struggling up the slope. Suddenly, one of the horses stumbled, the brake slipped and the car rolled back down the hill dragging the frantic horses along. From that moment on, Hallidie dedicated himself to saving the lives of thousands of horses that annually were destroyed by pulling trams through the cities of the world.

He had already perfected cables that could withstand tremendous strain. Next he sought to develop a cable grip that would carry a load of passengers up the steepest San Francisco hill. As usual, the townspeople laughed and labeled it "Hallidie's Folly."

Finally, in 1872, Hallidie won a franchise to build the world's first cable railway up Clay Street, but he had to have it in operation by August 1, 1873. Through July, Hallidie and his friends feverishly labored round the clock to build a steam-driven power plant and laying the cable in a slot.

The morning of August 1st was foggy and cool. Only a handful of people turned out to watch the brightly painted wooden trolley poised at the top of Clay Street for its maiden run. Hallidie himself took the grip-wheel and began to turn it. The car "took rope" and rolled smoothly over the brink and down the 20% grade at an even 9 miles per hour. Thus began the operation of the first cable car line in the world--the Clay Street Hill Railroad.

By 1880, eight lines were operating on 112 miles of cable. Ten years later, the city was covered with a network of lines. Ten cable car companies served the city's 299,000 people over 55 miles of double track employing 1500 men.

Cable railways soon became popular all over the world but, today, only San Francisco still boasts the sturdy little hill-climbers."

A few years back the City announced that the losses on the operation of the cable cars exceeded two million dollars annually, and they proposed that they be abandoned, and bus service installed in their place. Cries of protest arose immediately. A group led by Mrs. Frieda Klusmann (now known as San Francisco's "Cable Car Lady") immediately obtained a court injunction prohibiting such City action. They produced an old law, indicating it should be the choice of the voters as to what form of transportation should be provided. Consequently a special election was held, with the foregone conclusion--We will keep the cable cars, loss and all!

Since that time, an annual Cable Car Bell-Ringing Competition is held during the summer, at which time much festivity and celebration takes place.

A recent episode concerning the cable cars is in regard to standing while riding the running boards--a privilege reserved for men only. A few months ago a young lady stood likewise and refused to go inside as

ordered by the conductor. He threatened her with arrest and she told him to call the police. He promptly did. In court, her defense showed there was no ordinance, law or decree which forbade ladies from riding, while standing on the boards. She was released, with blessings from all, and now our womenfolk (God bless them) can stand on the boards and participate in the fun of swishing around the narrow street corners.

Sometime in March of this year, the newly married daughter of our president, Lynda Bird Robb, was visiting San Francisco prior to his departure for Vietnam. Like all good folks, they sought to take a ride on the cable cars. They tried to mount as they ate ice cream cones. The conductor, unaware of their identity, refused to let them board. Ice cream cones are quite a hazard. A stranger not knowing the twists and turns, can unexpectedly deposit his ice cream, in driplets likely, in the laps of fellow passengers. Lynda Bird and her hubby along with the rest of the party, (good sports that they are), took it all in good fun. Soon afterwards the Mayor of San Francisco issued a special proclamation conferring on Mrs. Robb the honorary title of "Conductor of the SF Cable Cars" with a fitting certificate to commemorate the occasion. A special inquiry asked the flavor of the ice cream.

The cable cars weigh six tons each, and have a seating capacity of 30 to 34. Sometimes during the rush hours they carry two and three times that number. About 25,000 people ride them daily.

There are two different types of cable cars. The single-end cars have only one grip mechanism and must be reversed by means of a turn-table at each end of the line. The double-enders have two sets of grips and thus can go in either direction.

Today there are three separate cable car lines, all owned and operated by the city's municipal transit system. They are the No. 59--Powell-Mason the No. 60--Powell-Hyde and the No. 61--California from Market to Van Ness.

All repairs and alterations are necessarily performed in the Municipal Railway's own shops, making cable cars truly hand-made products. In 1965, most of the winding machinery was replaced with modern equipment at a cost of \$250,000.

Of the 39 cable cars owned by the Municipal Railway, 26 usually run at peak periods. The wrapped steel cable that hums in the slot below the street travels about 9 miles per hour. The six strands of 19 wires each wrapped around a manila rope heart have a break-pull of approximately 130,000 pounds. All cars operating at one time on California, for example, only exert a pull of about one-half that amount. The cable is run from a central power plant at Washington and Mason by a 750 h.p. electric motor that turns giant 14-foot cable winders. The Railway's three cable lines travel over 10 miles of single track and climb grades in excess of 21%.

Even to the jaded, a trip on a cable car, promotes a feeling of friendship for your neighbor. The open to the air, long pew seats breeds a certain intimacy, and for the few minutes during the ride, they catch the feeling of free and easy fellowship which is a part of the San Francisco tradition. The little cable cars are truly a living symbol of San Francisco's romantic and colorful past, and very much a part of life today in the "City by the Bay."

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ILLINOIS MASONIC CHAPTERS

Pg. 21
July - '68

By - Charles K. Lindell, MTMS #315

In keeping with the excellent article on Michigan Masonic Chapter Pennies by Frank Holstine in the March issue, I submit the list of active Masonic Chapters from the neighboring State of Illinois. I hope to compile a similar listing from Indiana for a future issue.

<u>CHAPTER NAME</u>	<u>NO.</u>	<u>LOCATION</u>	<u>CHAPTER NAME</u>	<u>NO.</u>	<u>LOCATION</u>
Albion	237	Albion	Girard	132	Girard
America	250	Chicago	Goodbrake	59	Clinton
Andrew Webb	160	Mt. Vernon	Granite City	221	Granite City
Arcola	163	Arcola	Greenfield	186	Greenfield
Atlanta	188	Atlanta	Grove	230	Downers Grove
Augusta	72	Augusta	H. G. Reynolds	34	Chester
Aurora	22	Aurora	Harmony	35	Sumner
Barry	83	Barry	Harrison	229	Herrin
Belleville	106	Bellville	Harvard	91	Harvard
Bement	65	Bement	Harvey	232	Harvey
Bloomington	26	Bloomington	Havana	86	Havana
Cairo	71	Cairo	Henry Godeke	38	Olney
Calumet	203	Blue Island	Highland	169	Highland
Canton	68	Canton	Highland Pk.	226	Highland Pk.
Carmi	279	Carmi	Hillsboro	197	Hillsboro
Centralia	93	Centralia	Homer	94	Homer
Champaign	50	Champaign	Horeb	4	Rio
Chanute	267	Rontoul	Irving Park	195	Chicago
Chicago	127	Chicago	Jackson	55	Shelbyville
Chicago Heights	213	Chicago Hgts.	Jacksonville	3	Jacksonville
Clarke	29	Beardstown	Jo Daviess	51	Galena
Clayton	104	Clayton	Joliet	27	Joliet
Columbia	202	Chicago	Kankakee	78	Kankakee
Corinthian	2	Chicago	Kewanee	47	Kewanee
Cyrus	211	Aledo	Keystone	54	Charleston
Dallas	111	Dallas City	King Solomon	266	Eldorado
DeKalb	52	DeKalb	Kishwaukee	90	Belvidere
DeVitt	119	Petersburg	Lacon	123	Lacon
Du Quoin	44	Du Quoin	Lanark	139	Lanark
East Moline	263	East Moline	Libertyville	272	Libertyville
E. St. Louis	156	E. St. Louis	Lincoln	147	Lincoln
Edgar	32	Paris	Lincoln Pk.	177	Chicago
Edwardsville	146	Edwardsville	Logan	196	Chicago
Egyptian	45	Anna	Logan So.	233	Chicago
Elliott	120	Litchfield	Loyal	233	Chicago
Elmhurst	254	Elmhurst	Loyal L. Mwn	96	Elgin
Euclid	13	Naperville	Lusk	20	Rushville
Eureka	98	Yates City	Macon	21	Decatur
Evanston	144	Evanston	Macoupin	137	Carlinville
Fairbury	99	Fairbury	Maine	257	Park Ridge
Fairfield	179	Fairfield	Marion	100	Marion
Farview	161	Blue Island	Marshall	70	Marshall
Farmer City	175	Farmer City	Mason	76	St. Elmo
Ford	113	Paxton	Mattoon	35	Mattoon
Ft. Dearborn	245	Chicago	Maywood	234	Maywood
Fox River	14	Geneva	Mendota	79	Mendota
Franklin	3	Alton	Meredosia	11	Meredosia
Freeport	23	Freeport	Morse	19	Macomb
Galesburg	46	Galesburg	Metropolitan	101	Metropolis
Geneseo	12	Geneseo	Mt. Carmel	159	Mt. Carmel

CHAPTER NAME	NO.	LOCATION	CHAPTER NAME	NO.	LOCATION
Mt. Pulaski	121	Mt. Pulaski	Savanna	200	Savanna
Murpheysboro	164	Murpheysboro	Shabbona	37	Ottawa
Nachusa	56	Dixon	Shawnee Hills	162	Rosiclare
Nashville	89	Nashville	Springfield	1	Springfield
Neoga	150	Neoga	Staley	103	Sparta
Newman	172	Newman	Staunton	227	Staunton
Normal Park	210	Evergreen Pk.	Sterling	57	Sterling
Norton Ewing	87	Effingham	Stockton	248	Stockton
Hackey	130	El Paso	Streator	163	Streator
Oak Park	244	Oak Park	Sullivan	123	Sullivan
Oracle	130	Chicago	Taylorville	102	Taylorville
Orient	31	Morris	Tecumseh	152	Hamilton
Palatine	206	Palatine	3 Pillars	230	Lockport
Pana	115	Pana	Tuscola	66	Tuscola
Pekin	25	Pekin	Union	10	Pittsfield
Peoria	7	Peoria	Unity	182	Collinsville
Perry	135	Perry	Urbana	30	Urbana
Peru	60	Peru	Vandalia	136	Vandalia
Pontiac	215	Pontiac	Vermilion	32	Danville
Princeton	23	Princeton	Vienna	67	Vienna
Pullman	204	Chicago	Walnut	236	Walnut
Quincy	5	Quincy	Warren	30	Monmouth
Reynolds	75	Carbondale	Waukegan	41	Waukegan
Robinson	225	Robinson	W. Suburban	207	La Grange
Rochelle	153	Rochelle	Wheaton	242	Wheaton
Rock Island	18	Rock Island	Wiley M. Egan	126	Chicago
Rockton	190	Rockton	Wilmette	253	Wilmette
Rood House	241	Hillview	Wilmington	142	Wilmington
St. Cecelia	220	Chicago	Winnebago	24	Rockford
Salem	64	Salem	Woodstock	36	Woodstock
Saline	165	Harrisburg	Y. R. Ward	223	Benton
Sandwich	107	Sandwich	York	148	Chicago

HTWSSTKS-R.A.M.-HTWSSTKS-R.A.M.-HTWSSTKS-R.A.M.-HTWSSTKS-R.A.M.-HTWSSTKS

CHANGE IN CONSTITUTION BY LAWS

Article II, Section 4, now reads:

The organization shall purchase and award a trophy at each show or convention at which the semi-annual business meetings are held for the best entry in the Token and Medal exhibiting category. In order to qualify for this special award, the exhibitor must be a member of the Michigan Token & Medal Society prior to the judging of the exhibits as well as being a qualified exhibitor of the convention. Non-competitive exhibits are considered ineligible to receive the award, inasmuch as they do not necessarily have to follow the same set of rules regarding size, etc. The judging for this award shall be done separately from the judging of the convention, and will be awarded from the Michigan Token & Medal Society to the best entry in this category, as per the opinion of the members of our own group.

* * * *

The above constitutional change will take effect beginning with the November 1968 convention award.

MEDICINE TOKENS

By - Melvin Fuld, MTMS #141

Originally this article was entitled "Medical Tokens". However, our Secretary-Treasurer and Editor, Harriet Nordhof, recently sent me a "maverick" belonging to Terry Wantz of Fremont, Michigan, with a letter advising, "Terry was wondering what it was, and my only guess (which is probably incorrect) was that it might be a second cousin to the "Medicine Tokens". Do you have any ideas about this?"

The specimen sent is not a second cousin to the series, it is a Medicine token.

The token is circular, size 24 (33mm) with a cut-out at the top. In the field is a seven pointed star made out of zinc with a center piece of copper-4 (6mm). The size of the star from point to point is 21 1/2 (34mm). Thus, the zinc star takes up most of the medal. The imprint on the zinc is very poor and almost non-legible. The best reading is as follows: "Dr. J. Smith's / ELECTRO POLISHER / (copper insert) / PAT'D. FOR / C R (?) STO (?) MA (?) CHIN". The reason for the (?)'s is that someone has taken a punch and punched several criss-cross lines over the zinc imprint making it indistinguishable.

When I first examined the piece, I could not think of anything except that the piece was sold to arthritis, etc. sufferers in the same manner as copper chains were sold (and still are today) for the relief of these discomforts. (Although the Department of Health, Education and Welfare warn us against such devices and have proven them to be worthless, they are still being sold.)

Then I consulted Dr. Sarah Elizabeth Freeman's book, "Medals Relating to Medicine and Allied Sciences" in the numismatic collection of the John Hopkins University. The book lists pieces in the following categories: (a) Individual, (b) Diseases (c) Material Medicine, and (d) Stone Cards. No Dr. J. Smith or C. R. St----- was found.

Next I consulted Dr. Horatio Robinson Storer's "Medicina in Nummis" a Descriptive List of the Coins, Medals, Jetons relating to Medicine, Surgery and the Allied Sciences", edited by Malcolm Storer, M.D. Storer has described 8,500 pieces and has a very fine breakdown. Nothing is listed for arthritis, but under "Electricity" he lists sixteen pieces and under "Rheumatism" he lists six pieces. However, no Dr. J. Smith or C. R. St-----. Strange that it wasn't listed in either book as it is a piece struck early in the 1900's. Although reference was found to several pieces "Silver rim with copper frame and zinc bars", equilateral crosses of copper and zinc in Storer under "Medical and Surgical Apparatus". So the piece can definitely be classed as a Medicine token.

Though the two reference books list thousands of pieces, the "Medicine Token" series seems neglected. The writer knows of only a few collectors who specialize in "Medicine Pieces".

The research on this maverick is a typical example of several hours of research which was most enjoyable. Naturally in looking up such items, one sees lots that he didn't realize existed. If one wants a most interesting series, I recommend "Medicine Tokens".

Reference was made to Materia Medica. This is actually pharmacists and pharmacies exonuma, and will be discussed in another neglected series article.

By ~ Gertrude Boysen

The transportation token from Copenhagen, Denmark depicts the famous Danish mermaid.

This is the Little Mermaid from H. C. Andersen's fairy tales, and there is a world renowned statue of her sitting on a rock in the harbor of Copenhagen. It is one of Denmark's major tourist attractions.

Only the Danes, in their "doll house" dream country, would make a mythical fairy tale figure into a national monument. They put the little mermaid on everything--plates, tableclothes, spoons, ashtrays, etc. Of course, many countries emphasize an attraction of theirs in the same manner, but do not go so far as to put it on their street car tokens.

In Denmark crime is low and vandalism unheard of, but nevertheless, the statue of the Little Mermaid was the victim of vandalism recently. She is such a national figure that it was front page news in the papers. The write-up concerning the vandalism appeared as follows:

"Copenhagen (Denmark) -- (AP) ---The Little Mermaid statue, a symbol of Denmark to tourists for more than 50 years, had her head sawed off today. Police called the pre-dawn act senseless vandalism. A passerby spotted the decapitation during an early stroll by the entrance to Copenhagen Harbor. The head of the bronze sculpture had been neatly removed. There was no sign of it anywhere.

"Hundreds of Danes and tourists converged on the scene to photograph the Little Mermaid's new look. Police hustled around with dogs sniffing for the vandal's tracks. Plans were announced to drag part of the harbor in case the head had been tossed into the water. City officials ordered the statue kept out of sight until the head is found. "To have absolutely no theories yet on why this senseless act was committed," a police spokesman said.

"The dainty figure perched on a rock alongside the Langelinie Gardens at the harbor entrance, lost her head just nine months after her 50th birthday. Visiting kings, presidents and prime ministers were always taken to see her. Movie stars were pictured with her as a matter of routine. Probably millions of photographs of the Little Mermaid could be found in family albums throughout the world."

A newspaper account later reported the following, "Denmark's famed bronze statue of the Little Mermaid will return to her perch overlooking Copenhagen Harbor by Mid-June, with a new head to replace the one removed by a vandal's hacksaw. It will take about six weeks to cast and fit the head from the original mold by the late Edvard Eriksen. The headless statue and the rock on which it had perched more than 50 years were taken to the foundry and put behind locked doors."

KS-KS

PRIVATE ISSUES OF WOODEN MONEY - MICHIGAN ONLY

The following private issue of wooden money issued by a Michigan merchant should be included in the listing printed in the June 1967 issue (Pgs. 15-16). If you know of any others, kindly let us know about them.

Holland, Mich. Von Ins Pizza Wagon, Good For 5¢ in Trade

DEDICATION - COURAGE - AND BRAVERY

Pg. #25
July-'68

By - Donna Streeter, MTNS #36

We, as citizens of this great nation, perhaps do not realize or appreciate how lucky we have been to have found such great Presidents. We are today the most powerful nation in the world, and this is a reflection upon the greatness of our leaders. This is also a reflection upon the ability of the American people as a whole to pick the right man at the right time to be a President.

To be President of the United States, a man must have many qualities which place him far above the average man. He must be a wise, dedicated, brave man who is able to make decisions with the courage of his convictions.

To perform the task of leading and making decisions for the people of the United States, a President cannot devote his life to any one individual, or any one segment of our society. He must bear the problems of the nation as a whole, and keep in mind at all times the welfare of all people. Therefore, regardless of any decisions or action he may take, certain segments of our society will disagree with him. Some will disagree violently with his policies. Some will actually hate him, and an isolated few, among the lunatic fringe in our society, may even plan to assassinate him.

So, perhaps of all the qualities needed in a man to be President, the most important would be for him to have the courage of his convictions, and bravery. These qualities of courage and bravery are needed now more than ever before in the life of a President because any action or decision he makes, whether it has a bearing upon the presidency or not, is reported immediately to the American people by radio, newspaper and television.

Once a man becomes president, he actually places his life in danger. Eight attempts at assassination have been made upon the lives of the presidents of the United States.

To better realize and appreciate the courage and bravery of our presidents, a review of these eight attempts at assassination should help. Four of these attempts were successful in taking the lives of our presidents.

The first attempt on the life of a president was on President Andrew Jackson, when Richard Lawrence, who hated the president and blamed him for his troubles and for the fact that his father had died a poor man, decided on January 30, 1835 that he would kill President Jackson.

President Jackson was walking to the capital, after attending a funeral, and on arriving there the assassin, who had been waiting fired a pistol at Jackson. The weapon misfired. The gunman shot again from another pistol which also misfired. He was subdued by members of the presidential party immediately. Lawrence was later brought to trial and was found insane. He spent the rest of his life in an asylum.

Theodore Roosevelt was the next target of an assassin's bullet. While campaigning for a third term as president, an attempt was made on his life. Roosevelt was leaving the hotel in Milwaukee, Wisconsin, to make a speech at the auditorium. As he stood up in the car to wave to the crowds, a man fired a bullet into him. He was shot in the chest, but not seriously injured and insisted on making his speech before receiving any aid. John Schrank, his would-be assassin was arrested, brought to trial and was found insane. Schrank spent the rest of his life in mental hospitals.

The third attempt to kill a president was on the life of president elect Franklin D. Roosevelt. The president elect was to speak at Bay Front Park in Miami, Florida on February 15, 1933. As Roosevelt and Mayor Anton Cermak of Chicago talked, Giuseppe Zangara stood on a chair and fired. Cermak slumped to the ground and four other persons were also hit by bullets--none seriously. Roosevelt was not injured. On February 20, Zangara was brought to trial and found sane. He was sentenced to eighty years in prison. On March 6, 1933 Mayor Cermak died of his wounds and Zangara was faced with a murder charge. He was sentenced to death, and on March 20th was electrocuted at the state prison in Raiford, Florida.

An attempt was made to assassinate President Harry S. Truman, while he was living in Blair House during the time the White House was being renovated. Two men--Oscar Collazo and Griselio Torresola planned to kill the president, set off a revolution in the United States, and win full independence for their country--Puerto Rico.

Armed with guns, they approached Blair House with the intention of shooting their way in. Collazo and Torresola, with guns drawn, got as far as the front steps of Blair House; at which point they opened fire on a West side guard and policeman. The West side guard was wounded by a bullet from Torresola's gun. Collazo shot the policeman in the right leg. More guards appeared; Collazo was shot in the chest. The West side guard, although fatally wounded, shot and killed Torresola with a bullet to the brain. In all twenty-seven shots had been fired. President Truman was awakened by the noise, but the danger had passed. Collazo survived his wounds and was charged with murder. He was sentenced to death on August 1, 1952. A week before the electrocution, President Truman commuted the sentence to life imprisonment.

These four presidents survived attacks on their lives for which we are all truly grateful.

Abraham Lincoln, the sixteenth president of the United States, received many letters threatening his life. Despite this he refused to be concerned about his safety, and constantly denied offers of extra protection. On Good Friday, April 14, 1865, President Lincoln was assassinated. Lincoln awoke that morning at seven A.M. and at breakfast Mrs. Lincoln told him she wished to visit Ford's Theater that evening. He agreed to go. He was accompanied to the theater by his wife and Major Henry Rathbone--a military attache, and Rathbone's fiancee--Clara Harris. They were seated in the presidential box and proceeded to watch the play. Lincoln was shot in the back of the head by John Wilkes Booth, who after firing the gun, jumped from the box to the stage breaking his leg, but still managed to escape. Lincoln was taken to a home across the street; the small red brick home of William Petersen, and there he died of his wounds April 15, 1865. Booth escaped capture for eleven days, but was finally cornered in a barn near Bowling Green, Virginia. An officer set fire to the barn as they were attempting to capture Booth, and suddenly a shot was fired. Booth slumped forward and was dragged away from the flames and died. Booth's body was buried under the floor of the Naval Prison at Washington, and later reburied in Baltimore.

James A. Garfield was the twentieth president of the United States. On July 2, 1881 as he was entering the Baltimore and Potomac Railroad Station in Washington, the waiting assassin whipped out his revolver and fired twice at the President. The first bullet struck Garfield in the back; the second grazed his arm, and he fell to the floor.

CHECK LIST - SOUVENIR COINS OF MICHIGAN

By - William C. Marquand, MTMS #10

To the token collector, souvenir coins have proven to be a very popular series. By souvenir coins or tokens, we mean a token that has a stipulated worth in trade and a redemption date for these tokens is usually designated. The tokens are issued for local celebrations and various promotions. They are usually struck in small quantities and use small monetary denominations. The first known token was struck only twenty-one years ago. In spite of being issued at that late a date, many of them are very scarce and difficult to obtain. It is indeed quite a challenge to complete a full set. It is an interesting fact that some of the tokens are very scarce, but most of them are priced reasonably, and a set can be assembled fairly inexpensively once they are found.

Various people have suggested that a check-list be printed, so that souvenir token collectors would know what tokens they still lack in their collections. The following list was compiled with the co-operation of several serious collectors of Michigan souvenir coins, and it is believed to be complete. Should you have any souvenir coins not listed, or have any information regarding an unlisted Michigan souvenir coin, will you kindly convey your information to William Marquand, 2325 Sanford St., Muskegon, Mich. 49444.

The following list is confined to the metal Michigan souvenir coins.

1947	Traverse City	1954	Ishpeming	1964	Mt. Pleasant
1943	Greenville	1955	Big Rapids	1965	Holly
1948	Calhoun County	1955	Mason County	1965	Mason
1948	Oscoda	1956	Boyne City	1965	Bay City
1948	St. Ignace	1956	Cedar Springs	1966	Bronson
1943	Vicksburg	1957	Capac	1966	Schoolcraft Township
1949	Cadillac	1958	Benzonia-Beulah	1966	Harrison
1949	Grayling	1959	Battle Creek	1967	Algonac
1949	Marquette	1959	Fenton	1967	Brighton
1949	Onaway	1959	Lansing	1967	Carson City
1949	St. Ignace	1960	Rogers City	1967	Fruitport Township
1949	Tawas	1961	Coldwater	1967	Huron-New Boston
1950	Antrim County	1961	Fowlerville	1967	Lakeview
1950	Harbor Springs	1961	Houghton	1967	Montague
1950	Hart	1961	Leslie	1967	Mt. Morris
1950	Holland	1961	Ludington	1967	Pentwater
1950	Manistee	1961	Pontiac	1967	Three Oaks
1950	Muskegon	1962	East Tawas	1967	Utica
1950	Reed City	1962	Eaton Rapids	1968	Ida
1951	Holland	1962	Wyoming	1968	Lake City
1952	Cadillac	1963	Allegan	1968	Perry
1952	Harrisville	1963	Charlotte	1968	Pottersville
1954	Fremont	1963	Howell	1968	Sault Ste. Marie

The 1948 Oscoda is Antique White Metal plating over bronze.

There are two tokens known which are golden bronze.

There are three varieties of the 1966 Bronson--Goldene, White-Metal and Antiqued White Metal.

There were 40 pieces struck in Antiqued Sterling Silver for the 1967 Fruitport Township Centennial.

There were 100 Pieces struck in Sterling Silver for the 1967 Montague Centennial.

TOKENS WANTED & EXONUMIA MATERIAL TO SELL OR TRADE

pg. 422
July-'68

I offer a HALF DOLLAR (50¢) for every California Merchants Trade Token received that I can use--DOUBLE if its a California SALOON Token. OR,

I have the following Merchants Tokens for Trade: 200 different South Dakota, 100 different Minnesota, 20 different Nevada, 20 different Montana, 20 different Washington, 100 California, 20 Colorado, Maryland, South Carolina, North Carolina; Civil War, Patriotic, Love Tokens, Hard Times and a few Transportation Tokens.

SHIP YOUR CALIFORNIA, AND ADVISE YOUR WANTS

Merchant Token Sets For Sale Or Trade

4pc. Br. Dunsmuir, Calif.	\$5.00	5pc. Al. Arthur, Iowa	\$2.25
4pc. Al. Blencoe, Iowa	2.00	5pc. Al. Des Moines, Iowa	2.50
5pc. Al. Mt. Sterling, Iowa	2.50	4pc. Br. Sloan, Iowa	2.00
5pc. W/MBR. (Hyden), Ky.	4.50	5pc. Al. Bayne, La.	2.25
5pc. Al. Benton Harbor, Mich	3.25	5pc. Br. Louisville, Neb.	2.50
3pc. Al/Br-BiMetal Madera, Pa.	3.30	3pc. Maple Run, Pa.	8.30
5pc. W/M L.T. Milan (Tenn.)	2.50	5pc. W/M Br. St. Charles, Va.	2.50
5pc. Br. Greybull, Wyoming	3.75		

The Following are South Dakota Sets

5pc. Al. Bonilla	\$5.50	5pc. Br. Bowdle	\$3.75
4pc. Br. Emery	4.00	5pc. Al. Garretson	3.25
5pc. Al. Hosmer	2.75	5pc. Al. Spencer	4.50
6pc. Br. Lake Preston	6.60	6pc. Br. TEA	6.60
4pc. AlBr. Virgil	3.25	5pc. Al. Madison	3.25

CONTACT: CHRISS CHRISTIANSEN, BOX 651, CUPERTINO, CALIF. 95014

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FOR SALE - FOR SALE - FOR SALE - FOR SALE - FOR SALE - FOR SALE -

DOLLAR SIZE BRONZE "LARKIN" 1925, 50th Anniversary Medal \$1.25 each

Commodore Perry Bronze Medal. Perry on obverse, and his
Flagship on reverse \$2.00 each

All Members of TAMS that order one will get an extra one free.

FRED C. RALPH

Box 319, R.D. 2

Fairview, Pa. 16415

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For Sale: Rare Canning Company tokens (so-called Plantation Tokens), issued by Kirby Canning Company, Trappee, Maryland (Circa 1910). Company went bankrupt in 1929 during stock market crash. Will trade for saloon, pool room, trade, merchant, military, and similar type tokens (must have full address, City & State, etc.) Will trade on a token for token basis. Quantities welcomed. Have many trades; what have you? Ship!!
Chris E. Jensen, 6 Grandview Ave., Mt. Vernon, N.Y. 10553

Wanted: Masonic Chapter Pennies, Masonic Lodge and Knight Templar badges and medals. Have duplicate Chapter Pennies for trade.
Charles K. Lindell, P.O. Box 101, Calumet City, Ill. 60409

Trade: Sets from the following states: Oklahoma, Kansas, Nebraska, and South Dakota; also singles from the above states and others. Will trade for Oklahoma and Arkansas sets and singles I can use. W. M. Corbett, 1434 N. Joplin, Tulsa, Oklahoma 74115

For Sale: 10 different Pre-1943 oblong type wooden nickels, book value-\$6.10, from 7 different states (including a 1933 Iron County, Mich.) all 10 for \$4.00. Will trade a 1965 Bay City, Mich. Centennial Comm. Half Dollar for any other Centennial coin, or will sell for 75¢. Louis Dicesare, 109 E. Tiffin St., Fostoria, Ohio 44330

Wanted: TELEPHONE TOKENS wanted. I will trade Transportation or Parking tokens for Telephone Tokens. Also want Military, Saloon Tokens and California Trade Tokens. Please Write. Norman E. Sherman, 4295 Marina Drive, Santa Barbara, Calif. 93105

Trade: My two maverick trade tokens for your one trade token with City and State; or trade three trade tokens with City and State for your three with city and State. Multiples welcomed. Joe A. Ledonne, 177 Main Ave., Newport, Ky. 41071

Wanted: Wooden Nickel collector needs material from Michigan 1934-1960. Send for lists. Have goldline tokens to trade, or will buy. Wendell C. Morningstar, Rte. #1, Radnor, Ohio 43066

For Sale: 1 Set Chas. Habak tokens (Dodge, Nebr.)--10 tokens in all, 5 alum. & 5 brass--5¢ thru \$1.00. Priced at \$13.00 for the set. These tokens are very scarce, and I have owned every known set at one time.

W. M. Corbett, 1434 No. Joplin, Tulsa, Oklahoma 74115

Trade or Sell: Over 1200 English Cigarette Cards--Sets & Partial Sets, Early issues, Players, Ardath, etc. Will accept any reasonable offer in medals tokens, Canadian or English for the lot. Paul Hoepstine, 207 Columbia St. Schuylkill Haven, Pa. 17972

Wanted: Post Exchange, Canteen, NCO Club, NAAFI, Subsistence Dept., Sutler, Post Trade Tokens. Will Trade or Buy (Highest Prices.) S/Sgt. Ray Bows, 743 Hancock Street, Abington, Mass. 02351

Wanted: Kansas Merchant Tokens; also Transportation Tokens from Kansas. Will trade or buy any token I can use for my collection, or will trade tokens for strap type watch fobs picturing machinery or advertising.

William Flood, 219 N.E. 13th, Abilene, Kansas 67410

Wanted: Civil War Store Cards, VF or better. Have many Ohios, a number of New York, Rhode Island & Patriotic duplicates for sale and/or trade; Also want Hard Times Tokens.

Ed Rosen, 4663 Ewing Road, Castro Valley, Calif. 94566

Wanted: National "Token and Medal Society" Journals wanted. Volume I, No. 1, Volume III, No. 2 and Volume IV, No. 2. Also need Michigan Civil War Store Cards. Will buy or trade. Application forms available for the Civil War Token Society.

Phil Deckebach, 90 Elizabeth St., Lake Orion, Mich. 48035

INVITE YOUR EXONUMA COLLECTING FRIENDS TO JOIN THE MICHIGAN TOKEN & MEDAL SOCIETY - ANNUAL DUES ONLY \$1.00. SEND NAME AND ADDRESS, TOGETHER WITH DUES TO: MICH-TAMS, 300 WEST 27TH ST., HOLLAND, MICHIGAN 49423.